

HONGKONG JOCKEY CLUB.

ANNUAL MEETING.

There was a large attendance of members at the annual general meeting of the Hongkong Jockey Club which was held at noon to-day in the City Hall. The Hon. C. P. Chater, C.M.G., was voted to the chair, on the proposition of Sir Thomas Jackson, and among other stewards present were the Hon. J. J. Bell-Irving, Messrs. M. G. G. D. Gillies, Rutter and T. F. Hough (clerk of the course). The members present included Major Gwynne, Hon. T. H. Whitehead, Ezekiel, H. P. White, G. P. Lamont, Hancock, W. Farmer, McGregor Forbes, Sassoon, Master, and about forty others.

THE ANNUAL REPORT.

The report and statement of accounts, which have already been published, were read by Mr. Hough.

The Chairman said:—Gentlemen, You have heard the Report just read by the Clerk of the Course, which together with the Honorary Treasurer's accounts were circulated some days ago. As mentioned in the Report, the Stewards have great pleasure in again recording a successful financial year, inasmuch as having started with a Debit Balance of \$10,850. 38, they are able to present accounts showing a Debit Balance of only \$4,217.81, which means in brief that the Club is \$6,632.77 better off than it was last year (applause). In this connection, I would draw your attention to the fact that the Buildings in the Happy Valley underwent a thorough overhaul last year. This work, which was done under the supervision of the Club Architects, accounts in some measure for the large increase of expenditure under the heading of 'Upkeep.' You will see the 'Expenses of the Meeting' have increased considerably. Commencing with the item of 'Ticket Inspectors, Clerks &c.', more of these assistants had to be engaged, and in other items down to matcheds, more accommodation being required. Coming to the next heading, that of 'Stakes and Prizes,' you will observe that the Club paid out \$12,952.00, half as much again as in the previous year, which was a record one; and it is a matter for congratulation that the Club's finances were able to stand such a strain. Turning to the 'Credit side of account, I may remark that 'Entrance Fees' and 'Subscriptions' as well as 'Entries and Nominations' both show a slight falling off from last year, while, by the sale of tickets etc., the Club's Funds benefited to the extent of \$21,171.82. The income from Rent of Stands &c. amounts to \$1,000.00, little less than that of the previous year. Referring to the report afforded last meeting, the members and the public had the opportunity of entering animals and seeing them run in two or three different classes, which was brought about by our not being able to obtain China ponies in sufficient numbers and quality to race. We had therefore to draw up a programme, admitting China ponies which had been raced or kept over, devoting the ordinary Subscription Griffin races to Waters subscribed for with that purpose in view, and being still short of a sufficient number of animals to ensure the ordinary number of races filling, a further lot of Australian Water Griffins were imported and classified Derby Griffins. The running of these different classes of Waters left such an impression on owners generally, that, on finding the atmosphere in the North had not cleared sufficiently to warrant them holding out for the vague chance of a supply of China Pony Griffins coming down, negotiations were opened with Australia and Singapore with a view to getting Waters all of one class. The Singapore tender by Mr. Abrams was accepted, and 72 Galloways were subscribed for; and 71 of these animals arrived here on Thursday last, of which 62 have since been passed and 9 are under observation. When these Griffins were subscribed for, the Stewards were approached on the subject of the allotment of Races during the coming meeting, when they informed the subscribers that certain races would be set aside for them. In this connection you will be asked later to vote on a resolution giving the Stewards you elect to-day power to formulate a programme for the following year (should it appear to be necessary), which shall be binding on the Stewards elected next year. The awkward bend in the course which occurs at the three-quarter mile starting post has always been a source of dissatisfaction, and it has occurred to some members that an improvement could be effected by diverting the course to the five furlong post, across what used to be a garden, on to the Recreation Ground in the direction of the Lee Yuen Sugar Refinery, where a three-quarter mile starting post could be erected; having a straight lead thence to the Black Rock (applause). The Stewards have concurred in this suggestion, and the Clerk of the Course has opened correspondence with the Government on the subject. It is estimated that the cost of levelling, cutting down trees, turning track and making the additional part of the course, (including rails) will amount to about \$750.00. With these facts in your possession, you will presently be asked to vote on a resolution empowering the incoming Stewards to proceed with this improvement, providing always the scheme receives Government sanction. With these remarks, I beg to propose that the Report and Accounts be passed.

There being no questions asked upon the report, the motion was seconded by Mr. Hawkins and carried unanimously.

GYMKHANA REPORT.

Mr. Hough then read the annual Gymkhana Report as follows:—Three Gymkhanas were held during the past season, namely on the 29th June, the 24th August, and the 28th September.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

Owing to the small number of ponies available to run at the Gymkhanas it became very difficult to make up a satisfactory programme and, although the first Gymkhana appeared to be a very dull and uninteresting affair, and the entries very sparse, the entries for the second and third were very much better and there were very fair attendances of spectators. It should be possible next season, with more ponies in the Colony, to hold a series of successful meetings, but the first of the series should most certainly be held earlier than the month of June. It would be better if the first gymkhana meeting was held in the month of April and successive ones during the months of May, June, July and August, postponements taking place in case of the weather being unfavourable. Owing to the falling off in the number of subscribers it is feared that the balance, after all accounts are paid, will be much smaller than it used to be some three or four years ago. If a larger number of ponies had been running, it would probably have meant increased entrance fees and in all probability a larger attendance.

Mr. Master said he took it there would be no objection to gymkhanas being held next year. The question, he thought, was generally asked.

The Chairman:—That question will be brought forward later on.

Mr. Master intimated that he had several matters to bring forward in connection with the management of the Club, and the Chairman having given permission for him to address the meeting at that stage Mr. Master said what he desired to bring to their notice was that he thought the rules wanted revising and adding to. He considered the Club should have an adequate set of rules such as other similar institutions had, and informed the meeting that he was not the writer of the article, signed 'Veteran,' which appeared in yesterday's *Daily Press*. He had had the ideas in his mind for some time, and now took the opportunity of bringing them to their notice. The present rules of the Club were passed in 1884, and there had been but few additions or alterations since that date. He did not think there was any rule, regulation or bye-law which treated with matters of racing, and he submitted the Club should have a set of rules of racing such as those used in Calcutta, the Straits, and other places. He thought they would find that Hongkong was unique in the racing world for last year they imposed a penalty of 3lbs per inch on Waters when in India the scale was 3lbs. each quarter of an inch, or 12lbs an inch. Did they, he asked, know more about it in Hongkong than they did in India or the Straits? He was going to ask them to pass a resolution that their rules be revised and that an adequate set of rules relating to racing matters be added to them, and also that a Committee of some five or six of the members be appointed for that purpose so that they could submit them to an extraordinary meeting of the Club to be called at some later date (hear, hear). He thought the interests of the Club must be better served by having adequate rules—such as every member could read than by going on as they had done in a rather happy-go-lucky way. If the meeting was with him he felt he need not enlarge upon the question and go into the details of what adequate rules of racing should be. That might be left to a Committee, who could be told to follow the Indian rules so far as they might be applicable. He would propose. That a Committee be formed consisting of three stewards and three other members of the Club to revise the existing rules, regulations, and bylaws of the Club, and to add thereto an adequate set of rules of racing, such rules to include adequate rules regulating measurement, weight per inch, scale registration as to height only, re-measurement up to six years of age, registration of colours, etc., and that such revised rules and adequate set of rules of racing be submitted to an extraordinary general meeting of the members of the Club convened by the then stewards for such purpose and to be held before the end of November next; that one of the revised rules do provide for the annual general meetings of the members of the Club being held in the months of April or May instead of as at present during the month of October. He considered the meeting should be held within a reasonable time after the annual race meeting (should it appear to be necessary), which shall be binding on the Stewards elected next year. The awkward bend in the course which occurs at the three-quarter mile starting post has always been a source of dissatisfaction, and it has occurred to some members that an improvement could be effected by diverting the course to the five furlong post, across what used to be a garden, on to the Recreation Ground in the direction of the Lee Yuen Sugar Refinery, where a three-quarter mile starting post could be erected; having a straight lead thence to the Black Rock (applause). The Stewards have concurred in this suggestion, and the Clerk of the Course has opened correspondence with the Government on the subject. It is estimated that the cost of levelling, cutting down trees, turning track and making the additional part of the course, (including rails) will amount to about \$750.00. With these facts in your possession, you will presently be asked to vote on a resolution empowering the incoming Stewards to proceed with this improvement, providing always the scheme receives Government sanction. With these remarks, I beg to propose that the Report and Accounts be passed.

There being no questions asked upon the report, the motion was seconded by Mr. Hawkins and carried unanimously.

Mr. Master said the difficulties would be met by having the two meetings.

The Chairman pointed out that the stewards could consider that matter, and after further discussion there was a show of hands upon the subject when the majority of those present voted in favour of the two meetings.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

Mr. McGregor Forbes nominated Mr. Master as one of the stewards, and in the course of a few remarks introduced that gentleman for their consideration as "a sportsman who has long been connected with sport in Hongkong, and one who takes an intelligent interest in racing."

The stewards were then elected with the following result: Sir Thomas Jackson, the Hon. C. P. Chater, C.M.G., the Hon. J. J. Bell-Irving, the Hon. T. H. Whitehead, Colonel Collard, Messrs. A. H. Babington, M. G. G. D. Gillies, Rutter and H. P. White.

The meeting then terminated.

HONGKONG SHARE MARKET.

HONGKONG, Friday, October 4th.
Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

During the past week the market has ruled fairly firm and prices in general have further advanced. The September Settlement passed off very smoothly. Banks.—Hongkong and Shanghai Banks have ruled strong throughout the week and transactions have taken place at the improved rates of 610 and 613 1/2. The London quotation is 610 1/2. Nationals are easier and can be obtained at 28. Marine Insurances.—Unions continue in demand at 34 1/2. Yangtzes are quoted at 120 nominal. In other stocks under this heading there is no change to report. Fire Insurances.—Hongkong Fires have again changed hands at 33 1/2, and have further buyers. China Fires have been dealt in at 38 1/2. Shipping.—Hongkong, Canton and Macao Steamboats are enquired for at 34 1/2 after sales at the rate. Indo-Chinas have further improved and sales at \$140, \$140 1/2, \$141 and \$141 1/2 have been effected, closing with buyers at \$142. Douglas Steamships have found buyers and are still asked for at \$45 ex-the dividend of \$3 paid, on the 30th ultimo. China and Manilas remain dull at \$58. Star Ferries are unchanged. Refineries.—China Sugars have been negotiated at \$151 and 150 1/2 and close quieter at \$150. Lurons are in the market at \$34. Mining.—Punjoms are neglected at \$5. Raubs have been in some demand and shares have changed hands at various rates up to \$14. Advances from Singapore state that during the month of September, the mills crushed 3,200 tons of ore yielding 2,117 ounces smelted gold. Jebebus have received to 35 sales and sellers owing to shares offering from the south. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been booked at \$280, \$285 and \$287 1/2 and are now wanted at \$290. Kowloon Wharfs have been placed at \$100 and are on offer at \$99. Farnhams have jumped to 25 1/2 at which rate an extensive business has been transacted in Shanghai and more shares are enquired for 3 p.m.—Since writing the above we received a telegram from Shanghai reporting a further rise in Farnhams to 27 1/2 at which figure shares are said to be in strong demand. Lands, Hotels and Building.—Hongkong Lands have enquired at \$193. West Point have buyers at \$56. Hongkong Hotels have risen to \$128. Humphreys Estate and China Providents are offering at \$134 and \$93 respectively. Cotton Mills.—Hongkong Cottons have been disposed of at \$12. We have heard of no local business in the Northern Mills. Cigar Companies.—Nothing doing. Miscellaneous.—Green Island Cements have been sold at \$21 and \$21 1/2 at which latter price more shares can be placed. A. S. Watsons are in request at \$15 1/2. Electrics, old, are obtainable at \$13.

SHANGHAI AND THE JAPANESE TROOPS.

It will be curious to see how the members of the Shanghai Club will treat the officers of the Japanese force stationed there. Nothing more regrettable has occurred in the history of foreign relations with the Orient than the action taken by the Club last year in the case of Japanese naval officers. While Japanese troops were marching in the van of the army despatched to relieve the Legations in Peking, and were fighting gallantly in Tientsin to preserve foreign life and property, a Japanese man-of-war went to Shanghai to assist in protecting that place against the dangers supposed to menace it. Certainly the officers of that warship ought to have been welcomed with open arms by Shanghai. If ever there was an occasion when gratitude should have augmented the warmth of a reception, that was the occasion. Shanghai had no consciousness of these facts, however. Instead of welcoming the officers, the gentlemen of the Club met and decided that its doors should be closed against them. Every other national visiting Shanghai from beyond the sea had the free entrée of the place, but the Japanese who were laying down their lives for the countrymen of the Club gentlemen, and who, by their bravery and military skill, were making it possible for these Club gentlemen to live in Shanghai and to have a club at all, these Japanese were excluded, discriminated against as though they were unworthy to mix with civilized folk. There is an excellent reason for not opening the doors of the Shanghai Club to the Chinese; the accommodation afforded by the building is too small for the great influx of members that would probably result from such a measure. But no such reason applies to the Japanese; still less to Japanese naval officers who occasionally visit the place. Their exclusion was due to racial prejudice pure and unalloyed; prejudice which, did the Japanese themselves display it, would be denounced as barbarous and disgraceful by these very Club gentlemen of Shanghai above all others. When foreigners come to Japan everything is at their disposal and every place is open to them. They are treated with almost lavish hospitality. But when a Japanese goes to Shanghai, he learns for the first time what racial prejudice really is. If Colonel Shibasaki and General Fukushima were to visit Shanghai to-morrow, neither the one nor the other might set foot within the walls of the Club. There will be an opportunity of remedying this miserable state of affairs when a battalion of Japanese troops is stationed in Shanghai. There will also be an opportunity for the Club gentlemen to display once more their spirit of civilized courtesy and international liberty. We wonder what their choice will be?—*Japan Mail*.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 11, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th September, 1901. [1033c]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE,
LIMITED.
Hongkong, 25th September, 1901. [1058c]

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBIT contracted by his wife PALMIRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARRROS.
Hongkong, 3rd October, 1901. [1038c]

SMART CHINESE CLERK WANTED.

GOOD HANDWRITING, some Experience, state if Typewriter. Good position for an Able Man.

Apply to
THE ROBINSON & CO., LD.
Hongkong, 3rd October, 1901. [1088c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL.

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to
THE MANAGER,
CRAIGIEBURN HOTEL.
Hongkong, 8th August, 1901. [852c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to act as COMPRODOR from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,
E. W. RUTTER,
Manager.
Hongkong, 30th July, 1901. [812c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 25 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

C. E. WARREN.

BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GYMNASIA).

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, &c., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, 2nd September 1901. [958c]

T. M. STEVENS & CO.

CARRY IN STOCK
A FULL LINE OF "GERMINAL"
MANILA CIGARS.
T. M. STEVENS & CO.,
Beaconsfield Arcade.
Hongkong, 2nd September, 1901. [959c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of
AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to
G. GIRAULT.
Hongkong, 20th August, 1901. [1667c]

A. LING & Co.,

FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c]

HONG SING,

3, Balfourfield Arcade.
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Dykes. Complete Gentlemen's Outfittings.
Hongkong, 30th August, 1901. [95c]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 15
Le-Hou Road.
[5 now in position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.
Hongkong, 29th September, 1901. [4c]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

KRUSE & CO.,

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescant Gasburners.

Hongkong, 2nd September, 1901. [454c]

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

The Yellow Crime; beleaguered in Peking, the Boxers War against the Foreigner, by Goltman	\$ 4.50	Reed's Engineers' Hand-Book; Latest	\$ 8.50
Seven Seas, by Kipling; Cloth edition	2.00	Hill's Manual	7.50
Barrack Room Ballads, by Kipling; Cloth edition	2.00	Optical Tables and Data, by Sylvanus Thompson	4.00
Bellow's French Dictionary	6.50	Modern Science and Modern Thought, by Laing	2.50
The Beautiful Japan, by Baxter; Fully illustrated	1.20	Royal Observatory Greenwich, by Maun-der	4.50
Twentieth Century Inventions, by Sutherland	3.00	Expansion of England, by Sealey	2.00
Diary of a Nurse in South Africa, by Alice Bron	2.25	Drawing and Rough Sketching, by Donaldson	4.50
		King's Interest Tables; at 8 per cent	4.50

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1896. [21]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

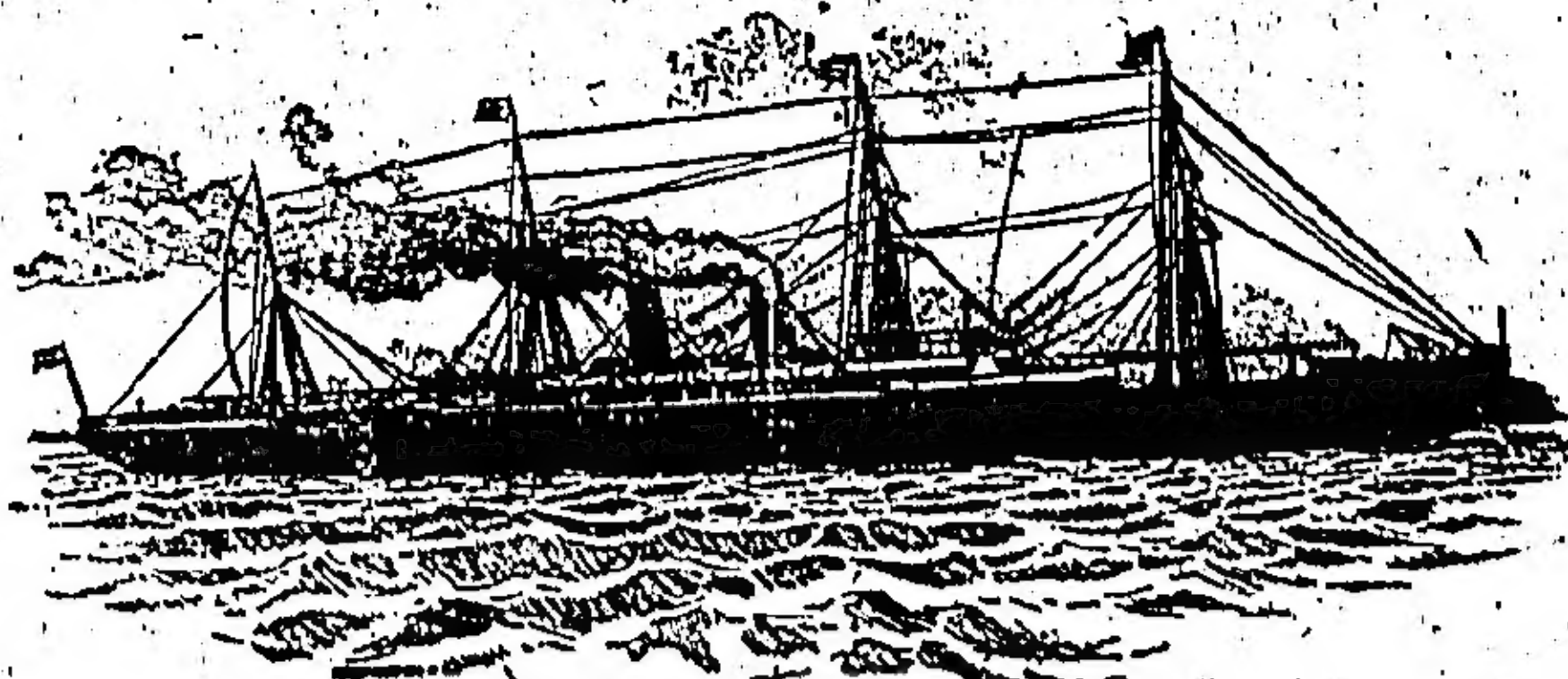
For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FRICKHAM, LONDON, ENGLAND.

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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"ALBA" (P. M. S. S. Co.)	MONDAY, the 7th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	WEDNESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GALIC"	SATURDAY, 14th December, at Noon.

* Via Moji and for Cargo only.

The P. M. Company's Steamship "CHINA" will be despatched for SAN-FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Rutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN-FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full—name of sender is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

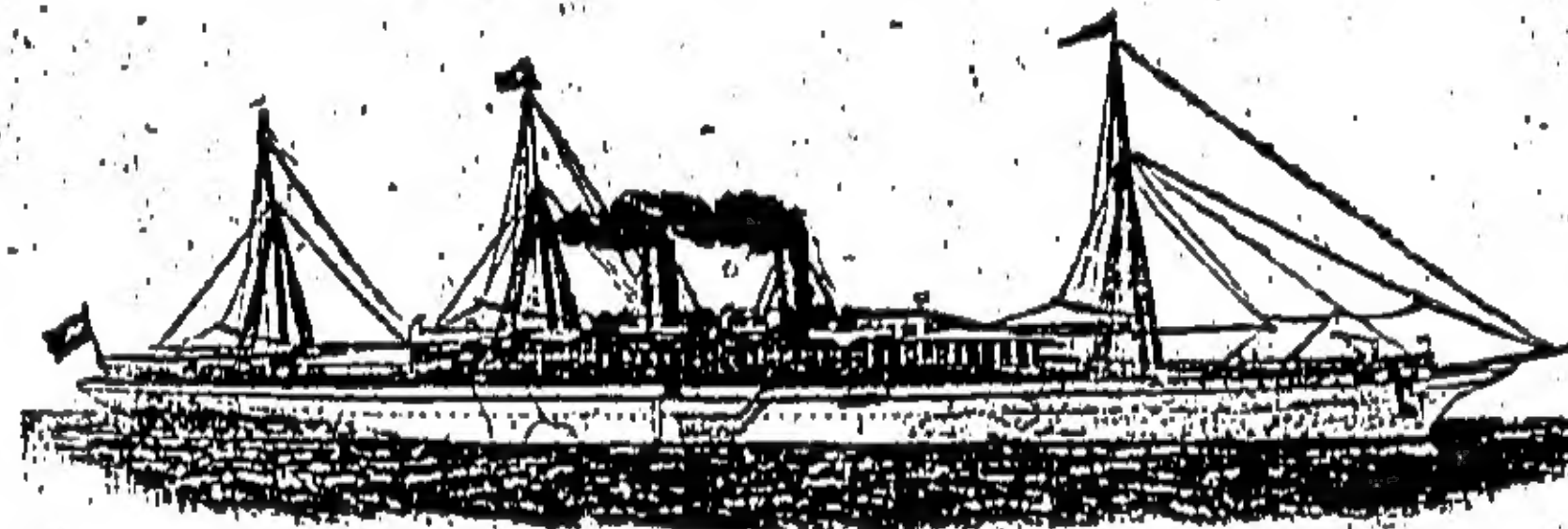
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd October, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF JAPAN	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF INDIA	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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For further information, Maps, Guide, Books, Rules of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

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STEAMER	DEPARTURE	SAILING DATES	Freight and Passengers.
KOENIGSBERG	HAMBURG	19th Oct.	Freight and Passengers.
BAMBERG	HAMBURG	2nd Nov.	Freight.
SEGOVIA	HAMBURG	16th Nov.	Freight.
MARBURG	HAMBURG	30th Nov.	Freight.
SUEVIA	HAMBURG	14th Dec.	Freight.

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Hongkong Office,

No. 11, Queen's Buildings,

Hongkong, 25th September, 1901.

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For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901. [1993c]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

Hongkong, 5th July, 1901. [1712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at current rates.

Hongkong, 28th May, 1901. [140]

Notices of Firms.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

DURING MY ABSENCE and until further Notice, Mr. MOWBRAY STAFFORD NORTHCOLE has been appointed ACTING SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th September, 1901. [1666c]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors,
R. SHEWAN,
Chairman.

Hongkong, 27th September, 1901. [1662c]

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No. 8, Queen's Road West,
Hongkong, 4th October, 1901. [1093c]

TO LET.

A HOUSE in RYON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [1992c]

TO LET.

(From 1st August next).

NOS. 3 and 6, ORMSBY TERRACE,
KOWLOON.—Immediately.

Apply to
FUN HUNG,
85, Queen's Road Central,
Hongkong, 5th October, 1901. [761c]

TO LET.

NOS. 1 to 5, WILD DELL, WANCHAI
ROAD.

Apply to—
SANG KEE,
308, Des Vaux Road Central,
Hongkong, 5th September, 1901. [1976c]

TO LET.

NO. 1, STEWART TERRACE.—THE
PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [769c]

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVEST-
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Hongkong, 31st July, 1901. [822c]

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FOR SALE.

SEVERAL MODERN BOOKS on En-
gineering Subjects.

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"STEAM,"
C/O The Hongkong Telegraph,
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS,
Three years old, in Excellent Condition.
For Price, &c., apply to—
THE ROBINSON PIANO CO.,
Hongkong, 27th May, 1901. [655c]

THE DOCKYARD AT HONGKONG.

AN INDIAN OPINION.

The growing importance of Hongkong as a naval base has been accentuated by the recent disturbances in the North, and if it is true, as the *Morning Post* avers, that the protocol is a farce and that China will emerge from her recent humiliation stronger and more dangerous than ever, the absolute necessity of strengthening the naval resources of Hongkong will be apparent to all. From this view the decision of the Admiralty to complete the dockyard extension works on the island in preference to taking up an absolutely new site on the mainland at Kowloon will be received with satisfaction by all who have at heart the protection of our vast trade interests with the Far East. The inhabitants of Hongkong have long been agitating for a removal of the naval dockyard from the island to the mainland, and it is not difficult to sympathise, although it may not be possible to agree, with them. The city is overcrowded, the population having grown during the last forty years from 40,000 to 300,000, and is still steadily increasing. Ground is wanted for the habitation of the people, as also for the improvement of the city. Victoria, the capital of Hongkong, like several important capitals in India, is very badly built, and its extremely insanitary conditions were in horrible evidence during the terrible epidemic of plague which decimated the lower Chinese population. Nothing, however, can prevent it being the great entrepot of British commerce in the Far East, and it is only natural that its inhabitants should wish to improve and extend the city to meet the growing needs of the population and commerce.

A SPLENDID SITE.

The scheme of improvement projected included the acquisition of the sites occupied by the Naval Yard, the Military Hospital and other works along the harbour front, as also the War Office reclamations, and public unofficial opinion strongly urged the removal of the naval works across the bay to Kowloon on the mainland. A little reflection, however, will convince any even-minded Imperialist of the danger of such a proceeding. In the event of Britain being engaged in a great war in China, an event of ever present possibility, a large and properly equipped dockyard at Hongkong would be of the first importance to our Navy. It would not take a hostile Power long to realise this, and one of the first expeditions of its fleet would bombard the head-quarters of the British. The present site of the dockyard is splendidly protected—it is only approached by two strongly guarded channels, and the height of the Peak and other hills protect it from a bombardment from the south or sea side of the island. A dockyard at Kowloon would not only be open to a land attack, but would be easier of assault by water. Then there is the further and, to our mind, the most important consideration of the inaccessibility of Kowloon from Hongkong during a typhoon, which is of such frequent occurrence in the China sea. The bay—orso-called harbour—dividing Hongkong from the mainland is then a seething cauldron in which no boat can live, and for the ponce Hongkong and Kowloon are as far apart as England and America. The disadvantage of such a condition at a time when the delay of an hour might mean the destruction of a fleet is too apparent to need further elucidation. No, we thoroughly agree with the decision of the Admiralty, and so will all those in India and Burma who are connected with the large trade to the East, which is carried on by that splendid fleet of steamers that ply regularly between Bombay, Calcutta, Rangoon and Hongkong. We publish in this issue a map of the Naval Yard on the Dockyard extension of which one and a quarter million sterling will be spent—*Indian Engineering*.

FASHIONABLE MARRIAGE AT
FOOCHOW.

FOOCHOW, 28th September.

The British Episcopal Church was the scene, on Saturday, the 21st inst. of the very pretty wedding of Miss Laura Moorehead, eldest daughter of Mr. Theodore Moorehead of the Imperial Maritime Customs at Foochow, with Mr. W. H. Wallace, Acting Agent of the Hongkong and Shanghai Bank, son of the late Alexander Wallace Esq., M.D. of Colchester. The Church was tastefully decorated for the occasion. The Service, at which large numbers were present, was choral and was performed by the Rev. L. Lloyd. The bride, who was given away by her father, wore white crepe de chine trimmed with cream lace and garlands of roses and carried a shower bouquet of tuberoses and maiden hair fern. She was attended by two bridesmaids, the Misses Alice and Marguerite Moorehead, her sisters, whose gowns were of white glass silk trimmed with white, tulle, lace and baby ribbon, their white hats being composed of white feathers and tulle and their bouquets of salmon hibiscus and maiden hair fern. Mr. W. A. R. Knight performed the duties of best man. An At Home was held by Mrs. Moorehead after the ceremony, at which a great number of friends were present. The bride's travelling dress was composed of gray silk crepe with white Maltese lace and insertion and was worn with a white chip hat trimmed with pink and white tulle and clusters of hydrangea blossoms in their different shades. Mr. and Mrs. Wallace left for their new home amidst all good wishes and the usual showers of rice and white satin slippers. The wedding presents were very numerous and handsome.

THE "ENVY" POISONING CASE.

(Continued.)

SINGAPORE, September 27th.

After the fifth adjournment yesterday, Capt. Strachan again entered the witness-box, and the cross-examination of this witness occupied the remainder of the afternoon.

Questioned by Mr. Van Cuylenberg, Capt. Strachan stated he did not remember Dr. Robertson mentioning anything about purpura when he examined Mrs. Strachan on board.

Mr. Van Cuylenberg: You never told Dr. Robertson Mrs. Strachan had marks of purpura on her body?

Witness: You are making a doctor of me. His Lordship: Answer the question.

Witness: No, I did not.

Mr. Van Cuylenberg: Do you know whether Dr. Robertson examined the spots on Mrs. Strachan?

Witness: I do not.

Mr. Van Cuylenberg: You keep a St. Bernard dog on board.

Witness: Yes.

Mr. Van Cuylenberg: Do you remember Dr. Robertson drawing your attention to the condition of the dog's mouth?

Witness: No.

Several other questions regarding Dr. Robertson's visit on board were put by Counsel, all of which witness absolutely denied.

Mr. Van Cuylenberg: When you discovered the cause of sickness at why did you not keep a sample of the water and the cockroaches?

Witness: Because I was ill at the time. When I enquired into the matter the contents of the kettle had been thrown away.

Mr. Van Cuylenberg: No previous attempts had ever been made to poison you, Capt. Strachan?

Witness: Me? Never.

Mr. Van Cuylenberg: Do you remember having mentioned to Dr. Robertson that this was not the only occasion an endeavour was made to poison you?

Witness: I have never made any allegations to Dr. Robertson that previous attempts were made against me.

Mr. Van Cuylenberg: Did you not ask Dr. Robertson to analyse certain samples which you had brought up with you on your last voyage from Sydney?

Only some tea and coffee, which I considered to be of an inferior quality.

Mr. Van Cuylenberg: On July 28th didn't Dr. Robertson tell you that none of your people had been suffering from phosphorous poisoning?

Witness: He did not?

Mr. Van Cuylenberg: You are certain?

Witness: (Indignantly) I am positive.

Mr. Van Cuylenberg: Dr. Robertson suggested to you it was the food?

Witness: Dr. Robertson mentioned it for the first time about half an hour before he went into the Police Court on the 24th Aug. when Dr. Robertson said to me, "I think you will find it is in the food."

Mr. Van Cuylenberg: Dr. Robertson never mentioned this to you before?

Witness: (Loudly) Never.

Mr. Van Cuylenberg: Before attending the Police Court, Capt. Strachan, you were in the habit of frequently visiting the Dispensary, daily?

Witness: I went there two or three times a week for my wife's medicine, which I never received.

Mr. Van Cuylenberg: Did you go and see Dr. Robertson on Aug. 1st?

Witness: I did, and took the opportunity of informing Dr. Robertson that I had heard he was to be a hostile witness in the case. I then upon demanded my bill, at the same time cautioning Dr. Robertson not to make a "show" of himself.

Witness, continuing, said that without Dr. Robertson's knowledge he afterwards consulted Dr. Galloway, who informed him that on account of certain etiquette which existed amongst medical men he could not attend Mrs. Strachan unless witness severed his connection with Dr. Robertson. Witness's reply to Dr. Galloway was that he thought the doctors of Singapore should be dressed in petticoats.

Mr. Van Cuylenberg: When you were in the Police Court, Capt. Strachan, the Magistrate asked you whether you intended calling medical evidence?

Witness: He might or might not.

His Lordship: That is no answer.

Witness: I cannot recollect, my lord. If the Magistrate did put the question it was to Inspector Brannagan.

At this juncture witness again became so personal in his remarks that Counsel was obliged to appeal for protection.

His Lordship: I once and for all caution you on your behaviour, Mr. Strachan, for if you give the least provocation hereafter I shall be obliged to commit you for contempt of Court. I do not wish to adopt this course, as by sentencing you to imprisonment I would have to postpone the case and so delay the Court considerably. Now I have given you fair warning.

Mr. Van Cuylenberg: Did you not go into the Dispensary one day and tell Mr. Watt that Dr. Robertson was an unmitigated scoundrel?

Witness: I can't remember whether I said so; but certainly I thought it.

Mr. Van Cuylenberg: Captain Strachan, it would be a disgraceful thing to have scurvy on board a vessel?

Witness: Very disgraceful.

Mr. Van Cuylenberg: A man named Salem died on board your vessel whilst at sea?

Witness: Yes.

Mr. Van Cuylenberg: This man died in irons?

Witness: After trying to evade the question, replied in the affirmative.

Mr. Van Cuylenberg: Do you know what this man died of?

Witness: I do not.

GIRAULT, WINE AND SPIRIT MERCHANT.

CHANT.

GIRAULT, FRESH GOODS BY AIR MAIL.

Mr. Van Cuylenberg: It would be a serious matter to falsely log the death of a man, Capt. Strachan?

Witness: (to counsel, indignantly) Do you imply that I am guilty of such an act? The entry in my log is "cause of death unknown."

His Lordship: Mr. Strachan, answer the question.

Witness: It would be no offence, but purely an error of judgment.

Mr. Van Cuylenberg: Is there not a shipping act to the effect that any person making a false entry in a log-book is liable to a fine of £100 or imprisonment?

Witness: May be.

Mr. Van Cuylenberg: Have you ever experienced a case of scurvy on board any vessel?

Witness: Only two cases, but never on board my own.

Mr. Van Cuylenberg: The Board of Trade provides a medical book to be kept on all vessels, does it not?

Witness: Yes, but I have a still better one for reference on board.

Mr. Van Cuylenberg: Have you the particular one ordered by the Board of Trade.

Witness: I have, but strange to say neither of them deal with phosphorous poisoning.

Witness, in reply to a question by Mr. Van Cuylenberg as to why he gave no emetic to his patients whilst ailing at sea, unhesitatingly remarked that an emetic was all very well in its way, but witness had a notion of giving something that would drive it through. For that purpose he used Epsom Salts, which proved very effective. Continuing, witness went on to say he had never run short of vegetables, which were dealt put to everybody. He never used lime-juice, as the ship was never fifteen days without fresh provisions: in other words his people had never been "on salt" provisions for fifteen days. Witness had in stock two large bottles of lime-juice and bushels of limes. Witness was perfectly confident that there had not been the least indication of scurvy on board. With regard to the contents found in Salem's box, he had heard Mr. Burgess state that the powder was a kind of herb used as snuff. Witness was satisfied that the paste in the jar contained phosphorous poison.

After this Mr. Fort re-examined witness with reference to Dr. Robertson's visit on board the schooner and also concerning the interviews which followed afterwards.

This morning the evidence of Mrs. Strachan and Wallace Strachan was taken, but owing to space pressure, the report of this is held over until Monday.—*Strait Times*.

THE CHINESE FAILURE.

Apart from Lord Salisbury's remarkable protest against Earl Spencer's assumption that the Government must be cognisant of Count von Bülows declaration of indifference to Manchuria, the dialogue in the House of Lords, on Tuesday, respecting China was somewhat jejune. Lord Lansdowne was able to exhibit a plausible schedule of progress in the negotiations—he went so far even as to call it "satisfactory progress." But he spoke of it with little enthusiasm; and it is indeed not easy to suppose that anyone acquainted with the facts can regard with much gratification the outcome of twelve months' endeavour to exact reparation for "crimes committed" (in the language of the Joint Note) "under circumstances which have no parallel in the history of the world." The extraordinary embassy which China was required to send to Berlin has set out a heavy indemnity has been fixed; provision for the future defence of the Legation quarter in Peking has been made; and the demolition of the Taku Forts has been agreed to; the Tungli Yamen has been dissolved and a Board of Foreign Affairs instituted in its stead; an edict of the 11th June decrees the suspension of official examinations in certain towns where foreigners have been killed; and other points of the programme have been settled in principle if not actually carried out. But the chief authors of these crimes are still at large; the faction which instigated them is still in power; and of the fiscal reforms which experts regard as

Let us see what is happening to the real culprits in the meantime. The joint Note presented by the Powers in February last required "the infliction of the severest punishment in proportion to their crimes" upon certain persons indicated. One or two notorious criminals have been executed by the Powers themselves. Is it alleged that Yü Hsien, the Governor of Shansi who collected and killed some half a hundred missionaries in the courtyard of his official residence, has been executed and that Kang Yi has died a natural death; but both statements are open to doubt. Prince Tuan, at any rate, is at large and Tung Fu-shiang is at home in his family residence, which a correspondent describes as more like a fortress than a private house, and as containing vast stores of gold and silver among other property acquired in the suppression of rebellions and in such opportunities as that afforded by the chaos at Peking. One magistrate, who had been denounced as guilty of seizing and handing over certain missionaries for execution to Yu Hsien, was found actually in office in Shansi; and the Shanghai correspondent of the *Times* informs us that another, who was notoriously responsible for the atrocious murder of certain English missionaries in the province of Chekiang, is still at large and posing as a person of importance. Hangechow, although the British Consul-General demanded his exemplary punishment a year ago. It need not surprise us to be told that indignation is felt at such a miscarriage of justice within 100 miles of Shanghai; nor need we be surprised if the best officials in the Consular service resign positions which they feel to be intolerable under such humiliating conditions.

Lord Lansdowne recognises that a Government which fosters this state of things, needs reform, thinks that the Powers did wisely to leave it alone; people who he credits with knowing the Chinese best have advised him that "if we imposed upon them rulers or high officials of our choice, those rulers and those officials would be known to the people mainly as persons who had been imposed upon them by the foreigner who is, he fears a cordial object of aversion, and would very likely be powerless for good." The sentence is révéloent of Peking. We will let a provincial Chinaman reply: it is a Chinese suggestion that the Powers should inform the Chinese Government that they cannot consent to withdraw their forces from Peking until the Emperor arrives there alone, armed with his proper prerogatives as sovereign of the Chinese Empire; and, further, that the Emperor be required to sign an edict resigning all pretensions to wield the authority she has usurped. It is not necessary to go through China displacing and replacing officials; such a course might have the effect apprehended. All that is necessary is to displace a faction who will certainly try to revenge themselves on all who refused to join in the "crimes against the laws of humanity and civilisation" which they instigated—and to replace the Emperor in power.

A recent letter from Shanghai reminds us that the question of endeavouring to get as much of the indemnity as possible out of foreign trade is not settled by the refusal to let it be imposed in the shape of Customs Dues. "They will try to let it go through the medium of Jikins, and not only so but (continues the writer) I much fear the result will be serious inter-provincial friction. Peking protests against Tribute rice and Manchu pensions being touched; and says that Jikins, salt and Native Customs are the things to go for. The Yangtze Viceroy in turn objects, reasonably declaring that the row was none of theirs. . . . Moreover, of one thing you may be certain—that the Reactionaries, who are still controlling the Court, will move Heaven and earth to get their knives into the Viceroy for the stand which the latter made against the national uprising, and will make them pay up if they can." It is freely questioned whether retaliation will stop there. It is to be feared that, when things cool down, excuses may be devised for removing them from office, if not worse; and regrets are reiterated that His Majesty's Government have not seen fit to give them the explicit assurance which their conduct entitled them to expect. It has been contended that China must stand together, and bear collectively the punishment of her crimes. But the provincial view is that the provinces are units, and that the guilty should suffer most. "Why," asks another Chinese correspondent "should the people groan under new burdens, and their dislike of the foreigner be thereby intensified, while Peking practically escapes and the estates of such men as Tung Fu-shiang and Kang Yi, Princes Tuan and Chuan, Li Ping-hing and Yü Hsien are left intact? To confiscate the estates of those leaders and apply the proceeds to the indemnity would not only be just but would tend to keep others in the path of rectitude!" The present Chinese Government will not do it, because the present Government is hand in glove with the criminals. The Emperor probably would, if he could escape; because, these are precisely the men who have been hiding him in duress. The whole crisis might probably have been averted if an ear had been lent, in 1898, to his appeal for help. The most crucial outstanding problems—the punishment of officials, the safety of the loyal Viceroy, the inauguration of administrative reform—would be put automatically in the way of solution on his restoration. But precisely because of this the Reactionaries will be careful to hold him fast. Doubts are even expressed whether the Emperor and his triumvirate purpose returning to Peking at all. They name dates, which are always postponed; and have even appointed officers to repair the roads; but mending roads means opportunity for speculation, and nothing certain is that no opportunity of that kind will ever be neglected by the creatures of the Court.—*Saturday Review*.

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<p>ALLAN CAMERON, General Agent.</p> <p>Hongkong, 31st September, 1901. 10111c</p>	<p>DODWELL & Co. LIMITED, Agents.</p> <p>Hongkong, 31st October, 1901. 10111d</p>
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Cargo will be received on board until 4 P.M.,

Specific and Parcels until 3 P.M., on the 6th

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tents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 23rd September, 1901. [1003c]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

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Hongkong, 3rd October, 1901. [1072c]

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"MAIDZURU MARU,"

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THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 2nd October, 1901. [226c]

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Hongkong, 4th October, 1901. [1091c]

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FOR NEW YORK VIA SUEZ CANAL.

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"ASAMA,"

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the above Port, on the 13th December, 1901.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 24th September, 1901. [1052c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sail-

ing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 8th July, 1901. [727c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA,"

FROM LONDON, ANTWERP, PORT SAID,

SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, marked by mark

and delivery can be obtained as/soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 2nd October, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, marked by Mark

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 8th instant, at 4

P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 2nd October, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO, per Steamship

"HONGKONG MARU"

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 3rd October, 1901. [17c]

FROM HAMBURG, COLOMBO, PENANG

AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"

Captain "Zurhosen," having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 11th instant, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th October, 1901. [1590c]

Intimations.

DROZ & Co.

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOMETERS.

TRADE MARKS:

MAXIM, BERN, &c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [1526c]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST

PREVENTANT

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897. [1527c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS, and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

10, QUEEN'S ROAD,

WATSON'S BUILDING.

24

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well

known make, in small and large tins, of

various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTON,

10, D'ARVILLE STREET,

39 & 40, ELGIN ROAD, KOWLOON.

Hongkong, 13th July, 1

NOTANDA

CALENDAR

OCTOBER.
Meteorological means based on 51 years' observations to 1898.
Barometer.....29.82
Thermometer.....76.2
Humidity.....71
Rainfall.....5.794

TO-DAY

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.86 29.76
Temperature.....83 85
Humidity.....33 38
Rainfall.....— 7

TO-DAY

Saturday, 3rd October, 1901.
Chinese—23rd of 8th moon of 27th year of Kwang-tai.
Sun—Rises.....5hr. 54min.
Sets.....5hr. 44min.
Moon—Last Quarter 4hr. 29min. a.m.
High water—Morning.....5hr. 14min.
Afternoon.....5hr. 42min.
Low water—Morning.....5hr. 14min.
Afternoon.....5hr. 42min.

ANNIVERSARIES

1762—Manila taken by the British.
1870—Shimonoseki forts attacked.
1875—Loss of the O. S. S. Co's steamer Hector near Amoy.
1881—German steamer Quinta driven ashore at Taichow Island, afterwards destroyed by fire. Disastrous typhoon at Haiphong and district; over 1,000 lives lost and immense damage done to property.
1894—Typhoon at Hongkong and Macao.
1896—The Tsar and Tsarina received by President Faure at Cherborg.
1897—Sir N. Hannen protested against Tsai Taotai's decision in the Bennett case.
1898—Convention for the Wei-hai-wei concession ratified in London. An ultimatum presented to the Porte demanding the commencement of the Evacuation of Crete.

TO-MORROW

Sunday, 4th October, 1901.
Chinese—24th of 8th moon of 27th year of Kwang-tai.
Sun—Rises.....5hr. 53min.
Sets.....5hr. 43min.
Moon—High water—Morning.....5hr. 39min.
Afternoon.....5hr. 39min.
Low water—Morning.....5hr. 39min.
Afternoon.....5hr. 39min.

ANNIVERSARIES

1593—A Spanish fleet left Cavite to capture the Moluccas.
1848—Insurrection in Vienna; flight of the Emperor.
1866—French expedition left Chefoo for Korea.
1887—Arrival in Hongkong of Governor Sir William Des Vaux, K.C.M.G.
1896—Cunquill, Ecuador, nearly destroyed by fire.
1898—Public Prosecutor reports in favour of a revision of the Dreyfus Case.
1899—Steamer Loosick picks up launch 'On Lee' in mid ocean. Capt. C. Robinson having been working aboard.

AGENDA

TO-MORROW
O. S. K. steamer, Daiqi Maru leaves for Tamsui via Swatow and Amoy.

CHURCH SERVICES

St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.
St. Peter's Church, West Point—11 a.m. and 6.30 p.m.
St. John's Cathedral—Communion, 7 a.m. Matins, 11 a.m. Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanchai—Mass (Chin), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
Union Church—Services, 11 a.m. and 6 p.m.

MONDAY, 7th

P. & O. Co's steamer, Tientsin, leaves for Singapore and Bombay.
C. & M. Co's steamer, Emerald, leaves for Manila.
Noon—N. Y. K. Co's steamer, Yamaguchi Maru leaves for Yokohama and Kobe.
C. D. M. Co's steamer, Natal leaves for Manilla via Bombay.
1 p.m.—M. M. Co's steamer, Natal leaves for Manilla via Bombay.
P. M. S. Co's steamer, Alton leaves for San Francisco.

TUESDAY, 8th

C. N. Co's steamer, Kaifong, leaves for Iloilo.
N. P. Co's steamer, Queen Adelaide, leaves for Victoria, B.C.
Noon—N. Y. K. steamer, Yamaguchi Maru leaves for Yokohama.

SHIPPING GAZETTE

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 3th.
Captain W. Press has taken over the command of the Halmun.
Mr. Walters has joined the Halmun as 3rd eng. officer.

September 11th.
The officers of the Florida (Capt. F. Eichbaum) are—chief officer A. J. Molloy, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor B. Castro.

September 20th.
Mr. D. Boyle is acting 2nd officer of the Haitian vice Mr. Short on leave.
Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.
The officers of the a.s. Diamante (Capt. Rattenbury) are—chief officer A. J. Molloy, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor B. Castro.

SHIPPING AND MAIL NEWS

MAILS OUT.
French (Salsie) 7th instant.
American (China) 10th instant.
Indian (Catherine Apcar) 10th instant.
German (Klauschau) 15th instant.
American (Doric) 18th instant.
American (Nippon Maru) 25th instant.

The D. S. S. & Co's steamer Catherine Apcar, from Calcutta, left Singapore for this port yesterday afternoon.

The O. S. S. Co's steamer Nestor, from Glasgow and Liverpool, left Singapore this morning and is expected here on the 10th inst.

The Canadian Pacific Railway Co's R.M.S. Empress of Japan left Yokohama for Vancouver on the afternoon of Friday the 4th inst.

The N. Y. K. Co's steamer Shinano Maru (European Line) left Singapore for this port on the 3rd inst., and is expected to arrive here on the 9th inst.

The N. Y. K. Co's steamer Kagoshima Maru (Bombay Line) left Shimonoseki for this port on the 4th inst., and is expected to arrive here on the 9th inst.

The Imperial German Mail steamer Klauschau carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on Friday p.m., the 4th inst., and may be expected here on or about Tuesday, the 15th inst.

HONGKONG AND WHAMPRA DOCK RETURN.
Georges Valentine.....Dover
Zafiro.....Zafiro
Monty.....Monty
Cebu.....Cebu
Kong B.....Kong B
Wanto.....Wanto
Lungking.....Lungking
H.M.S. Argonaut.....H.M.S. Argonaut
Alcoa.....Alcoa
Elcano.....Elcano
Canton River.....Canton River
Munchee.....Munchee
Chunghing.....Chunghing
Victoria.....Victoria

PASSED THE CANAL

Outward—10th September—Benlomond, Adana, Segovia, Cholon, Pembrokehire, 13th September—Armand Behic, Shinano Maru, Nestor, Neckar, 17th September—Glenside, Eltrickdale, Ferie, Mercur, 20th September—Perth, Marburg, Japan, Rhipan, Hanyang, 24th September—Queen Christina, Erzerong, Franz Ferdinand, Klauschau, 27th September—Annam, Hsichu Maru, Muchuan, Merionethshire, Argyle, Sophie Rickmers, 1st October—Asama, Prometheus, Zafiro.

Homeward—14th September—Kawachi Maru, 17th September—Arara, Patroclus, 1st October—Princess Irene.

Arrivals at Home—24th September—Necar, Konig Albert, 27th September—Oceanica, 1st October—Aclion, Kawachi Maru.

VISITORS AT THE HONGKONG HOTEL

Anderson, Mr. W. H. Irving, Mr. E. A.
Andrew, Mr. D. A. Johnson, Mr. R. C. K.
Angus, Mrs. D. Johansen, Mr. and Mrs.
Arnold, Mr. H. Joseph, Mr. and Mrs.
Bailey, Mr. W. S. E. S.
Barlow, Mr. J. E. Kitch, Mr. E. A.
Barlow, Mr. F. C. Kiere, Mr. and Mrs. F.
Bell, Mr. J. T. King, Major H. S.
Bevinger, D. Lazarus, Mr. N.
Black, Mr. J. Lowreda, Mr. H.
Bonner, Mr. A. Littleale, R.E., Major
Brown, R.E., Major W. R. P.
Buller, Mr. Macdonald, Mr. D.
Buttashaw, Major Mackie, Mr. Gordon
Cameron, Mr. D. H. Marlow, Mr.
Clark, Mr. McLellan, Mr. and
Colling, Mr. E. H. Mrs. E. E.
Cole, Mr. C. E. Middleton, Mr. S.
Colson, Mr. J. S. Milton, Mr. and Mrs.
Daniel, Mr. W. Nagata, Mr. J.
Dawson, Mr. E. G. Parrot, Mr. W.
Denoche, Mr. P. C. Pease, Dr. W. W.
Devilbiss, Mr. J. M. Piry, Mr. C.
Discamble, Mr. G. M. Piry, Mr. S. D.
Dorhill, R.A., Major Pitcher, Mr. A. J.
Dunsford, Capt. R. Price, Mr. H.
and child Radcliffe, Mr. P.
Dyson, Major P. Reid, Dr. L. R.
Edwards, Mr. F. W. Reid, Mr. A.
Fennell, Mr. and Mrs. Robertson, Mr. W. R.
Field, Mr. A. G. Robinson, Mr. W. U.
Fischer, Mr. Sergeant, Mr. P. W.
Gibson, Mr. Kennedy Simpson, Mr. A. E.
Gibson, Mr. W. S. Smith, Mr. T. J.
Glover, Mr. C. Smithers, Mr. R. G.
Gracewood, Mr. G. Stewin, Mr. E. A.
Gruat, Mr. John Stafford, Mr. T. C.
Guignard, Mr. E. Steele, Mr. and Mrs.
Hager, Miss E. (a) Steele, Miss E. L.
Hamilton, Mrs. Taylor, Mr. D. G.
Hanson, Mr. B. E. Thomson, Dr. and Mrs.
Hannan, Mr. G. H. J. C. and child
Hawling, Mr. J. A. Tibbey, Mr. H. M.
Heckford, Mr. R. G. Wakeman, Mr. G. H.
Hinton, Miss May Watts, Mr. and Mrs.
Howard, Mr. Thos. Frank W. J. G.
Hawkins, Mr. and Mrs. Whitton, Mrs.
H. L. Wild, Lieut. and Mrs.
Hughes, Mr. W. K. Hake, Mr. A. N.
Innes, Capt. Warden, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL

Baillon, Mr. J. F. Neston, Mr. J. R.
Beattie, Mr. James Miller, Mr. and Mrs.
Bennet, Mr. J. W. C. Mumford, Mr. and Mrs.
Brown, R.E., Col. L. F. and children
Byrne, Mr. H. F. R. Quishinoff, Mr. M.
Bruse, Mr. G. Pitt, Mr. John R. N.
Carrington, Sir John Pellock, Hon. H. E.
Garrington, Miss Pryne, Capt. & Mrs.
Gillford, Col. A. W. Quishinoff, Mr. M.
Grosvenor, Col. Rumsay, R.N., Hon.
H. R. M. J. R. M. J.
Dixon, Mr. W. B. Sawyer, Capt.
Dixon, Mr. F. H. Sawyer, Mrs.
Eckel, Mr. J. S. Sinclair, Mr. A.
Forbes, Mr. Andrew Stokes, Mr. A. G.
Gaffney, Mr. Andrew Thomson, Mr. J. J.
Graham, Mr. D. M. Wheeler, Mr. W. H.
Hamilton, Major Wilkie, Mrs. John
Ingis, Mr. and Mrs. Wilgress, Mr. W. T.
W. F. and children Wilgress, Mrs. and
Jameson, Mr. Phillips children
Jeffries, Mr. H. N. Wilson, Mrs. W. and
Lee, Mr. I. E. child
Lynn, Mr. R. M. Wright, Mr. and Mrs.
Muir, Mr. A. J. H. Taylor
Moller, Mr. A. J.

CRATCHEBURN

Bells, Mr. H. Hamilton, Major and
Brown, Mr. and Mrs. Mrs. Claude
H. Matheson Hemschock, Mr. J. J. B.
Bruce, Mr. and Mrs. W. Helms, Mr. W.
Crouch, Mr. J. W. Langlands, A.O.D.
Edwards, Mr. G. H. Capt. and Mrs. P.
Farrow, Capt. J. Pye, Mr. E. Burns
George, Mr. and Mrs. G. Sully, Mr. and Mrs.
Grimble, Mr. and Mrs. G. F. B. J.

KOWLOON HOTEL

Fernandez, Mr. & Mrs. Holden, Mr. Geo. H.
J. J. Holden, Capt. H. N.
Grove, Mr. and Mrs. Musgrave, Mrs.
and family Riegan, Mr. V.

THE SHARE MARKET

LATEST QUOTATIONS

(OCTOBER 5th)

COMPANIES	PAID UP VALUE	LATEST QUOTATION
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Banks.
Hongkong and Shanghai Banking Corporation.....\$ 125 \$612 1/2 sales & buyers
The Bank of China and Japan, Limited—(Preference).....£ 5 nominal
The Bank of China and Japan, Limited—(Ordinary).....£ 4 £0.15
The Bank of China and Japan, Limited—(Deferred).....£ 1 £1.5
National Bank of China, Limited.....£ 1 \$15 sellers
Do. Founders.....£ 1 \$15 sellers

Marine Insurances.
Union Insurance Society of Canton, Limited.....\$ 50 \$342 1/2 buyers
China Traders' Insurance Company, Limited.....£ 25 \$60 sellers
North China Insurance Company, Limited.....£ 60 \$121 1/2
Yangtze Insurance Association, Limited.....\$ 50 \$167 1/2 buyers
Canton Insurance Office, Limited.....\$ 20 nominal
Straits Insurance Company, Limited.....\$ 20 nominal

Fire Insurances.
Hongkong Fire Insurance Company, Limited.....\$ 50 \$342 1/2 buyers
China Fire Insurance Company, Limited.....\$ 20 \$83 buyers

Shipping.
Hongkong, Canton, and Macao Steamboat Company, Limited.....\$ 15 \$342 buyers
Indo-China Steam Navigation Company, Limited.....£ 10 \$142 buyers
China and Manila Steamship Company, Limited.....\$ 50 \$58 sellers
Douglas Steamship Company, Limited.....£ 50 \$17 buyers
China Mutual Steam Navigation Company, Limited—(Preference).....£ 10 £10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary).....£ 5 £3 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus).....£ 7.10 £7.10 sellers
Star Ferry Company, Limited.....£ 10 \$24 buyers
"Shell" Transport and Trading Company, Limited.....£ 1 £2 10 sales

Rafineries.
China Sugar Refining Company, Limited.....\$ 100 \$150 sellers
Luzon Sugar Refining Company, Limited.....\$ 100 \$34 sellers

Mining.
Punjab Mining Company, Limited.....\$ 9 \$5 sellers
Punjab Mining Preference Shares.....\$ 125 \$125
Societe Francaise des Charbonnages du Tonkin.....France 250 \$335
Queen Mines, Limited.....Cents 25 4 cents
Telebu Mining and Trading Company, Limited.....\$ 5 \$51 sellers
Raub Allain Gold Mining Company, Limited.....£ 18s. 10d. \$14 buyers
Olivers Freehold Mines, Limited A.....£ 5 nominal
Olivers Freehold Mines, Limited B.....£ 5 nominal

Docks, Wharves and Godowns.
Hongkong and Whampoa Dock Company, Limited.....\$ 50 \$290 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited.....\$ 50 \$90
Wanchai Warehouse and Storage Company, Limited.....\$ 50 nominal
New Amoy Dock Company, Limited.....\$ 50 \$25 buyers

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Company, Limited.....\$ 10 \$975 sellers
Hongkong Land Investment and Agency Company, Limited.....\$ 100 \$194 buyers
Kowloon Land and Building Company, Limited.....\$ 50 \$312 sellers
West Point Building Company, Limited.....\$ 50 \$57 buyers
Hongkong Hotel Company, Limited.....\$ 50 \$129 buyers
Oriente Hotel Company, Limited.....\$ 50 \$55
Humphrey's Estate and Finance Company, Limited.....\$ 10 \$134 sellers

Cotton Mills.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....\$ 10 \$12 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....Taels 100 Taels 40 buyers
International Cotton Manufacturing Company, Limited.....Taels 100 Taels 32
Lau-kung-mow Cotton Spinning and Weaving Company, Limited.....Taels 100 Taels 42
Soy Chee Cotton Spinning Company, Limited.....Taels 100 Taels 260
Yahloong Cotton Spinning Company, Limited.....Taels 100 Taels 11

Cigar Companies.
Alhambra, Limited.....\$ 100 \$750 sellers
Philippine Tobacco Trust Co., Limited.....\$ 50 \$50 nominal

Miscellaneous

Green Island Cement Company, Limited.....\$ 10 \$22 1/2 buyers
China-Borneo Company, Limited.....\$ 10 \$38 sellers
A. S. Watson & Co., Limited.....\$ 10 \$15 buyers
Watkins, Limited.....\$ 10 \$10
Hongkong Electric Company, Limited.....\$ 10 \$13 sellers
Hongkong Electric Company, Limited.....\$ 10 \$51
Hongkong and China Gas Company, Limited.....£ 10 \$140 buyers
Hongkong Rope Manufacturing Company, Limited.....\$ 10 \$122
Geo. Fenwick & Co., Limited.....\$ 50 \$51 sellers
Hongkong Ice Company, Limited.....\$ 50 \$183 buyers
Hongkong High-Level Tramways Company, Limited.....\$ 100 \$275 buyers
Dairy Farm Company, Limited.....\$ 100 \$38 buyers
Hongkong and China Bakery Company, Limited.....\$ 50 \$50
Campbell, Moore & Co., Limited.....\$ 10 \$20 buyers
Bell's Asbestos Eastern Agency, Limited.....£ 1 \$1.10
United Asbestos Oriental Agency, Limited.....£ 1 \$10
Tobacco Planting Company, Limited.....\$ 10 \$2 sellers
Universal Trading Co., Limited.....\$ 10 \$197 buyers
Hongkong Steam Water-Carrying Company, Limited.....\$ 10 \$30 sellers
China Light and Power Co., Limited.....\$ 10 \$50
Robinson Piano Co., Limited.....\$ 50 \$50
Manila Investment Co., Limited.....\$ 50 \$50 nominal

BENJAMIN, KELLY & POTTS, Share Brokers.

Telegraph Address—"Rialto"
Telephone No. 148.

STEAMERS EXPECTED

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Salsie	F str.	Girard	Salgon	Messageries M'times	Oct. 7th
Catherine Apcar	B str.	H. Beaton	Singapore	P. S. Sons & Co.	Oct. 10th
China	A str.	W. B. Seabury	Japan	P. M. S. S. Co.	Oct. 10th
Klauschau	G str.	P. Klinefloss	Colombo	Molchers & Co.	Oct. 15th
Doric	B str.	Harry Smith	Sna Francisco	C. O. S. S. Co.	Oct. 18th
Nippon Maru	J str.	W. W. Greene	San Francisco	P. O. S. N. Co.	Oct. 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST-METEOROLOGICAL REGISTER

4TH OCTOBER, 1901, P.M.

STATION	HOOR	BAROMETER	TEMPERATURE	HUMIDITY	WIND DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	—	—	—	—	—	—
Tokio	"	36.02	—	—	—	—	—
Kochi	"	29.91	—	—	—	—	—
Nagasaki	"	29.83	—	—	SE	6	—
Kagoshima	"	29.91	—	—	E	8	—
Taichu	1 p.m.	29.71	—	—	N	6	—
Tainan	"	29.53	—	—	N	10	—
Koshun	"	29.46	—	—	NE	8	—
Pescadores	"	29.59	—	—	NE	10	—
Gutzlaff	3 p.m.	29.97	72	90	NNE	5	og
Sharp Peak	"	29.75	79	76	NE	6	o
Amoy	"	29.67	92	47	N	3	c
Swatow	"	29.65	92	—	NW	3	c
Canton	"	—	—	—	—	—	—
Hongkong	4 p.m.	29.70	90	36	N	3	b
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.70	—	—	NW	4	b
Macao	"	29.73	92	—	NW	5	b
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.76	81	92	—	0	c
Malate	3 p.m.	—	—	—	SSW	3	c
Bacolod	"	—	—	—	NW	2	c
Iloilo	"	29.85	85	—	SW	2	c
Cebu	"	29.80	87	—	SW	2	c
Cape S. James	"	—	—	—	—	—	—

5TH OCTOBER, 1901, A.M.

Wladivostok	7 a.m.	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taichu	5 a.m.	29.58	—	—	N	6	—
Tainan	"	29.53	—	—	N	10	—
Koshun	"	—	—	—	N	10	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	9 a.m.	—	—	—	—	—	—
Sharp Peak	"	29.81	73	45	WNW	2	o
Amoy	"	29.81	80	74	NE	1	c
Swatow	"	29.82	85	—	NW	3	b
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.86	83	33	N	3	b
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.86	—	—	NNE	4	—
Macao	"	29.89	86	—	N	3	b
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.88	86	78	SW	1	c
Malate	9 a.m.	—	—	—	S	2	b
Bacolod	"	—	—	—	SW	1	c
Iloilo	"	29.91	83	—	—	—	—
Cebu	"	29.90	83	—	—	—	—
Cape S. James	7 a.m.	—	—	—	WNW	0	c

On the 5th at 10.10 a.m. Red Drum lowered.
At 11.25 a.m. The barometer is now rising on the S. coast of China, and over S. Formosa. The typhoon centre, recurring towards N.E., passed near S. Cape, Formosa last evening, and now lies to the E. of that island. Gradients rather steep for N. winds on the China coast. Forecast—fresh N. winds; fine.

F. G. FIGG, First Assistant.

HONGKONG OBSERVATORY, Saturday, 5th October, 1901.

PROJECTED SAILINGS

PROJECTED SAILINGS.			
Destination.	Vessels.	Agents.	Date of F
Anping, S'tow & Amoy.	Maidruru Maru.	Mitsui Bussan Kaisha.	Oct. 16.
B'bay v. S'pore & C'mbo	Kagoshima Maru.	Nippon Yusen Kaisha.	Oct. 11, at
Bremen & Ports of Call.	Preussen	Melchers & Co.	Feb. 5, at n
"	Hamburg	"	Oct. 16, at
"	Sachsen	"	Oct. 30, at
"	Klauschau	"	Nov. 13, at
"	Bayern	"	Nov. 27, at
"	Stuttgart	"	Dec. 11, at
"	König Albert.	"	Dec. 25, at
"	Princess Irene	"	Jan. 8, 1902
"	Prinz Heinrich	"	Jan. 22, 1902
Chefoo and Newchwang	Ohinkiang	Butterfield & Swire.	Oct. 14.
F'chow v. S'tow & Amoy	Anping Maru	Mitsui Bussan Kaisha.	Oct. 9, at d
Haive and Hamburg	Bamberg	Hamburg-Am'ka Linie	Oct. 19.
"	Königsberg	"	Nov. 2.
"	Segovia	"	Nov. 16.
"	Marburg	"	Nov. 30.
"	Suevia	"	Dec. 14.
Iloilo and Cebu	Kaifong	Butterfield & Swire	Oct. 11.
Kobe and Yokohama	Shinano Maru	Nippon Yusen Kaisha.	Oct. 11, at
Liverpool	Ulysses	Butterfield & Swire	Oct. 14.
"	Dadanus	"	Nov. 15.
London	Calchas	"	Oct. 15.
"	Nestor	"	Oct. 29.
"	Machaoa	"	Nov. 12.
"	Canton	"	Nov. 26.
London & Ports of Call.	Palawan	P. & O. S. N. Co.	Oct. 19, at
Manila	Chingtu	Butterfield & Swire	Oct. 12.
"	Esmeralda	Shewan, Tomes & Co.	Oct. 13, at
"	Yuen-sang	Jardine, Matheson & Co.	Oct. 7, at 5
Manila v. Amoy	Natal	Messageries M'imes Co.	Oct. 9, at 4
Marseilles v. Ports of Call.	Oriental	F. & O. S. N. Co.	Oct. 7, at 1
"	Malta	"	Mar. 29, 19
"	Hakata Maru	Nippon Yusen Kaisha.	April 12, 19
Marseilles, London, &c	Yamaguchi Maru	"	Oct. 18, at
Moji, Kobe & Yham.	Manoel Liguano	Shewan, Tomes & Co.	Oct. 5, at
New York	Kurdistan	Dodwell & Co., Ltd.	quick despa
New York v. Suez Canal	Lennox	"	Nov. 5.
"	Richmond Castle.	"	Nov. 20.
"	Satsuma	"	Nov. end.
"	Adana	Shewan, Tomes & Co.	Oct. 26.
"	Asama	"	Nov. 10.
N'saki, Kobe & Yham.	Kasuga Maru	Nippon Yusen Kaisha.	Dec. 15.
Portland, (Or.)	Indrapura	Portland & Asiatic Co.	Oct. 18, at
San Diego & San Fco.	Streithigh	Butterfield & Swire	Oct. 14.
S. Francisco v. Japan	Hongkong Maru	Toyo Kisen Kaisha	About Oct.
"	Nippon Maru	"	Nov. 28, at
"	Algoa	Pacific Mail S.S. Co.	Oct. 22, at
"	City of Peking	"	Nov. 5, at
"	China	"	Dec. 7, at
"	Peru	"	Oct. 19, at
"	Doric	O'dental & O'tal S.S. Co.	Nov. 12, at
"	Coptic	"	Oct. 29, at
"	Gaelic	"	Nov. 20, at
"	Coronel	P. & O. S. N. Co.	Dec. 14, at
Shanghai	Trieste	Sander, Wiedler & Co.	About Oct.
Singapore, Penang, &c	Tientsin	P. & O. S. N. Co.	Oct. 8, at 2
Singapore and Rohnhai	Kumsang	Jardine, Matheson & Co.	Oct. 8, at 2
S'pore, Penang, & C'ta	Halching	Douglas, Lapraik & Co.	Oct. 9, at d
Swatow, Amoy, F'chow	Australian	G. Livingston & Co.	Oct. 24, at
Sydney & Melbourne	Yawata Maru	Nippon Yusen Kaisha.	Oct. 25, at
"	Daiji Maru	Mitsui Bussan Kaisha.	Oct. 6.
Tamau v. Amoy & S'tow	Peking	Butterfield & Swire	Oct. 10.
Tientsin	Empress	Canadian Pac'f R. Co.	Oct. 18, at
Vancouver, v. S'hai, &c	Empress of China	"	Oct. 23, at
"	Empress of India.	"	Nov. 20, at
Victoria, B.C., &c.	Glenogle	Dodwell & Co., Ltd.	Nov. 24.
"	Victoria	"	Oct. 15.
"	Braemar	"	Nov. 12.
"	Queen Adelaide	"	Oct. 8.
"	Kianshu Maru	Nippon Yusen Kaisha.	Oct. 19, at
Yham v. S'hai & Kobe	Victoria	P. & O. S. N. Co.	About Oct.

Post Office.

A Mail will close—

For Canton—Per *Powen*, to-morrow, the 6th instant, at 9 A.M.
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 6th instant, at 9 A.M.
 For Canton—Per *Hanan*, on Monday, the 7th instant, at 7:30 A.M.
 For Moji and San Francisco—Per *Alcoa*, on Monday, the 7th instant, at 10 A.M.
 For Yokohama and Kobe—Per *Bamber*, on Monday, the 7th instant, at 10 A.M.
 For Haiphong—Per *Hongkong*, on Monday, the 7th instant, at 10 A.M.
 For Hoihow and Pakhoi—Per *Haiho*, on Monday, the 7th instant, at 10 A.M.
 For Europe and India, via Taitoria—Per *Natal*, on Monday, the 7th inst., at 11 A.M.
 For Macao—Per *Hongkong*, on Monday, the 7th instant, at 11:15 A.M.
 For Manila—Per *Esmeralda*, on Monday, the 7th instant, at 11:30 A.M.
 For Canton—Per *Fishan*, on Monday, the 7th instant, at 11:30 A.M.
 For Shanghai, Kobe, Victoria, (B.C.) and Tacoma—Per *Queen Adelaide*, on Tuesday, the 8th instant, at 11 A.M.
 For Moji, Kobe and Yokohama—Per *Yamaguchi Maru*, on Tuesday, the 8th instant, at 11 A.M.
 For Singapore—Per *Tientsin*, on Tuesday, the 8th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Kamang*, on Tuesday, the 8th inst., at 11:30 A.M.
 For Nagasaki and Vladivostok—Per *Daphne*, on Wednesday, the 9th inst., at 2 P.M.
 For Manila—Per *Vientang*, on Wednesday, the 9th inst., at 3 P.M.
 For Singapore, Penang and Bombay—Per *Bormida*, on Friday, the 11th inst., at 11:30 A.M.
 For Hilo and Cebu—Per *Kailong*, on Friday, the 11th instant, at 4 P.M.
 For Europe, India, via Taitoria—Per *Palawan*, on Saturday, the 12th instant, at 10:45 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 12th inst., at 10:45 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingta*, on Saturday, the 12th instant, at 11 A.M.
 For Europe, India, via Taitoria—Per *Hamburg*, on Wednesday, the 16th instant, at 11 A.M.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.

EXCHANGE.

Hongkong, 5th October.
 ON LONDON, Telegraphic Transfer, 1/11 1/16
 Bank Bills, on demand, 1/11 1/16
 Credits, 4 months' sight, 1/11 1/16
 Payments, 4 months' sight, 1/11 1/16
 ON BECKING, (demand), M. 1/11 1/16
 ON PARIS, Bank Bills, on demand, 2/43
 Credits, 4 months' sight, 2/43
 ON NEW YORK, Bank Bills, on demand, 40 1/2
 Credits, 30 days' sight, 40 1/2
 ON BOMBAY, Telegraphic Transfer, 1/14 1/4
 On demand, 1/14 1/4
 ON SHANGHAI, Telegraphic Transfer, 73 1/2
 Private, 30 days' sight, 73 1/2
 ON YOKOHAMA, T.T., 54 1/2
 Sovereigns, Bank's Buying Rate, 52 1/2
 Gold Leaf, 100 tunc, 100 tunc, 52 1/2
 Bar Silver, 52 1/2
 Dollars, 52 1/2

OPUM QUOTATIONS.

Hongkong, 5th October.
 Today's quotations are as follows—
 BENGAL—New Patna, 930/35
 New Benares, 907 1/10
 Old Benares, 940
 Old Patna, 970 1/2 nom.
 Per picul.
 MALWA—This and last year's new, 840/70
 2 1/2 years' old, 880/30
 4 1/2 years' old, 900/90
 Puttofer, 920
 PERSIAN—Fine quality, 800/830

VESSELS IN PORT.

Steamers.
 AHSACKAIG, British steamer, 2,166, E. Robertson, 3rd Oct.—Moji 27th Sept. Coal—Mitsui Bussan Kaisha.
 ALCOA, British steamer, 1,252, Mansford, 24th Sept.—Seattle 1st Aug. and Manila 21st Sept. Hemp—Doddwell & Co., Ltd.
 ANAPA, British steamer, 2,251, Williamson, 29th Sept.—New York 4th Aug. Cane Oil—Standard Oil Co.
 BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.—Japan 17th Sept. Ballast—Japanese.
 BAMBURG, German steamer, 2,659, Zurbonsen, 3rd Oct.—Hamburg 11th Aug. and Singapore 27th Sept. General—Siemens & Co.
 BENIARIG, British steamer, 1,452, R. Koble, 30th Sept.—Moji 25th Sept. Coal—Gibb, Livingston & Co.
 CHUNSAUNG, British steamer, 1,418, L. A. Muir, 24th Sept.—Java 15th Sept. Sugar—Jardine, Matheson & Co.
 DAPHNE, German steamer, 1,290, E. Schipper, 2nd Oct.—Nagasaki 27th Sept. Lumber—Siemens & Co.
 DAIGI MARU, Japanese steamer, 980, Kitano, 2nd Oct.—Tamsui via Amoy and Swatow 1st Oct. General—Mitsui Bussan Kaisha.
 ELCAHO, American steamer, 1,011, R. de Albenaz, 3rd Sept.—Manila 1st August. Ballast—Brando & Co.
 ENMA LUYKEN, German steamer, 1,199, Schall, 30th Sept.—Samarang 21st Sept. Sugar—E. A. Trading Co.
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct.—Vancouver (B.C.) 9th Sept. and Shanghai 28th, Mails and General—C. P. R. Co.
 HANS MENZELL, German steamer, 1,140, Neptiger, 3rd Oct.—Sourabaya 20th Sept. Sugar—E. A. Trading Co.
 HANSA, German steamer, 1,202, Lorenzen, 4th Oct.—Manila 1st Oct. Ballast—Wing Wo.
 HOLSTEIN, German steamer, 1,186, H. Iceland, 2nd Oct.—Saigon 27th Sept. Rice—Jensen & Co.
 HONGKONG, French steamer, 710, J. Pannier, 4th Oct.—Haiphong and Hoihow 3rd Oct. Rice and Pig—A. R. Marty.
 HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 2nd Oct.—San Francisco 4th Sept. via Honolulu 14th. Yokohama 24th, Kobe 26th, Nagasaki 27th, and Shanghai 30th, Mails and General—J. S. Van Buren.
 INDRAPURA, British steamer, 3,152, A. E. Hollingsworth, 29th Sept.—Portland, Or. 30th Aug. General—Shewan, Tomes & Co.
 KONG BECK, German steamer, 862, Mollermaun, 24th Sept.—Koh-si-chang 18th Sept. Rice—Melchers & Co.
 KUMSANG, British steamer, 2,078, E. J. Butler, 29th Sept.—Singapore 27th Sept. General—Jardine, Matheson & Co.

LYNNHORN, German steamer, 1,234, Th. Lehmann, 4th Oct.—Canton 3rd Oct. General—Siemens & Co.
 MARIE, British steamer, 1,771, P. Hemmer, 2nd Oct.—Saigon 27th Sept. Rice—Jensen & Co.
 MAUSANG, British steamer, 1,201, W. D. Welsh, 25th Sept.—Sandakan 17th Sept. Timber—Jardine, Matheson & Co.
 NANSHAN, American steamer, 1,344, E. A. Andersen, U.S.N., 29th Sept.—Chefoo 25th Sept. Navy St. res.—U. S. Government.
 NANSHAN, British steamer, 1,299, Allan Jones, 3rd Oct.—Bangkok and Koh-si-chang 25th Sept. Rice—Bradley & Co.
 PAX, Belgian steamer, 1,207, E. Damster, 30th Sept.—Saigon 25th September. General—Melchers & Co.
 PRONTO, German steamer, 632, H. Grandt, 29th Sept.—Saigon 24th Sept. Rice—Siemens & Co.
 QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 1st Oct.—Daly 2nd Sept. Ballast—Doddwell & Co., Ltd.
 TAI CHEONG, German steamer, 828, H. Ahrens, 4th Oct.—Manila 2nd Oct. Ballast—Meyer & Co.
 TAICHOW, German steamer, 863, W. Reher, 4th Oct.—Bangkok 27th Sept. General—Butterfield & Swire.
 TAI LEE, German steamer, 825, T. Calender, 1st Oct.—Saigon 27th Sept. Rice and Flour—Meyer & Co.
 THALES, British steamer, 893, A. J. Robson, 4th Oct.—Fochow 1st Oct. Amoy 2nd, and Swatow 3rd. General—Douglas, Lapraik & Co.
 TIKTISIN, British steamer, 3,050, W. W. Cooke, R.N.R., 1st Oct.—Bombay 13th Sept. and Singapore 25th. General—J. O. S. N. Co.
 TING SANG, British steamer, 1,045, W. E. Sauer, 29th Sept.—Saigon 25th Sept. Rice—Jardine, Matheson & Co.
 TRIGONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 19th Aug. Kerosine—Arnhold, Karberg & Co.
 VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July. General—Doddwell & Co., Ltd.
 WOOSUNG, British steamer, 1,109, M. Dowson, 3rd Oct.—Canton 3rd Oct. General—Butterfield & Swire.
 YAMAGUCHI MARU, Japanese steamer, 2,058, S. Yoshizawa, 4th Oct.—Bombay 17th Sept. and Singapore 28th. General—Nippon Yusen Kaisha.

Sailing Vessels.

ALBANIA, British ship, 1,438, W. L. Brownell, 26th Sept.—Manila 4th Sept. Ballast—Master.
 CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila 9th May. Ballast—Order.
 GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast—Order.
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept.—Chefoo 28th Aug. Ballast—Arnhold, Karberg & Co.
 KENTMERE, British ship, 2,347, Bundy, 19th Sept.—New York 5th May. Oil—Standard Oil Co.
 LAUNBERG, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast—Master.
 LUCIA, British ship, 640, Andersen, 2nd Oct.—Rangoon 6th Sept. Timber—Master.
 MANUEL LAGUNO, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil—Standard Oil Co.
 SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast—Master.
 STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May. Kerosine—Standard Oil Co.
 W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept. Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 5th, 1901.
 Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Eskine, Wei-hai-wei.
 Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
 Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.
 Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
 Astrak, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.
 Aurora, 1st-class cruiser, 5,000 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
 Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Alexander, Bart., Nagasaki.
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 12,141 h.p., Capt. Henderson, C.M.G., Taku.
 Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
 Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Boucher Wrey, Bart., Singapore.
 Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
 Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
 Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tildard, Shanghai.
 Eclips, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
 Endeavour, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taku.
 Esh, coast-defence gunboat, 360 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.
 Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Canton.
 Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
 Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wint, Shanghai.
 Harp, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
 Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. C. C. Hardy.
 Hunter, sloop, 1,640 tons, 800 h.p., Com. H. J. Dayis, Shanghai.
 Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.
 Janus, torpedo-boat destroyer, 380 tons, 6 guns, 3,900 h.p., in reserve.
 Ocean, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Arthur J. Rennick, Huihan, Hongkong.
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Taku.
 Pallas, sloop, 1,000 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Plover, 1st class, gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, cruising.
 Plague, twin screw, and-class cruiser, 5,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
 Plover, 1st class, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. W. de M. Cooper, Shanghai.
 Rammer, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
 Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.
 Requin, river-gunboat, 85 tons, 2 guns, 210 h.p., Lieut.-Comdr. C. G. Webster, West River.
 Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Hongkong.
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 210 h.p., Lieut.-Comdr. Carr, West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 210 h.p., Lieut.-Comdr. Dalgety, Yangtze.
 Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
 Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.
 Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
 Terrible, 1st class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
 Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
 Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.
 Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Lieke, U.S.N., Wei-hai-wei.
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
 Holland, Dutch cruiser, 3 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
 Katerina Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Weber, Singapore.
 Koninkrijk Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 3,600 tons, 9,500 h.p., Capt. J. P. Rostanus, Swatow.
 Leopold, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
 Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
 Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
 Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.
 Zaïre, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
 Zenta, Austrian cruiser, 2,200 tons, Captain Rubst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakowleff, at Nagasaki.
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,600 h.p., Capt. Verolovski, at Tientsin.
 Aleout, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
 Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
 Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,900 h.p., Comdr. Sharon, at Taku.
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
 Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Shanghai.
 Koreia, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silidann, at Taku.
 Mandour, Russian cruiser, 1,213 tons, twin screw, 12 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
 Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Vesilich, at Nagasaki.
 Naryzhnik, Russian cruiser, 1,337 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
 Olusany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.
 Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
 Poltava, Russian battleship, 10,660 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
 Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
 Roshynsk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
 Kurik, Russian flagship, 10,930 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Fochow.
 Sevastopol, Russian battleship, 10,000 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
 Silatsh, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
 Sisoel Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
 Sventich, Russian gunboat, 90 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soudatin, at Nagasaki.
 Suesaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 1,200 h.p., Prince Ouchtomsky, at Port Arthur.
 Vladimir Dvornich, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
 Voroshe, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
 Vladiv, Russian torpedo boat, 100 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogolia, at Taku.
 Zabiaka, Russian cruiser, 1,330 tons, 26 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
 Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
 Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
 Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Krasnaya, Russian torpedo boat, 350 tons, Capt. Molchouky, at Shanghai.
 Klu, Russian torpedo boat, 350 tons, Captain Krasnaya, at Shanghai.
 Vargin, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
 Yvoroshtis, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 21 knots.
 Fudorshik, Russian torpedo boat, 43 tons, 1 gun, 220 h.p., 10 knots.
 Stik, Russian torpedo boat, 97 tons, 1 gun, 220 h.p., 10 knots.
 Skol, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Shorpion, Russian torpedo boat, 23 tons, 1 gun, 120 h.p., 10 knots.
 Skolnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
 Som, Russian torpedo boat, 400 tons, Capt. A. Giers, at Shanghai.
 Strelak, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
 Strash, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.
 Suvorov, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO-FLOTILLA (SEA GOING).

Barge, 1st class, Russian torpedo boat, 87 tons, 3 guns, 3 torp tubes, 1,100 h.p., speed 12 knots.
 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 3 torp tubes 780 h.p., speed 22 knots.
 Usturi, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bismarck, German cruiser, 1,500 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 * First Dimarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
 Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
 Geier, German cruiser, 1,600 tons, 8 guns, Capt. Baxer, at Shanghai.
 * * * Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
 Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
 Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
 Illis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, at Canton.
 Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
 Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Rieger, at Fochow.
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Amoy.
 * Kurfirst, Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.
 Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachsard, at Shanghai.
 Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
 Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.
 Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.
 Werra, German battleship, 10,100 tons, 40 guns, Capt. Borkenhausen, at Taku.
 K. Wilhelm, German battleship, at Nagasaki.
 No. 92, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 93, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * * * Flagship of Rear-Admiral Geissler.
 * * * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
 Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baehne, Saigon.
 Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
 Bugaud, 2nd-class cruiser, 4,009 tons, 10 guns, 9,000 h.p., Capt. Delavay, at Shanghai.
 Chastuloff, French cruiser, 4,000 tons, 9,000 h.p., 16 guns, Capt. Espinay St. Luc, at Fochow.
 Comete, gunboat, 600 tons, Capt. Loliet, at Canton.
 Decade, gunboat, 600 tons, Capt. Maresbette, at Taku.
 * D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
 Descaules, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.
 Eure, Dispatch-transport, Capt. Vallée, at Saigon.
 Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Hongkong.
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
 Kerassi, 3rd class cruiser, 1,309 tons, 13 guns, 1,500 h.p., Capt. de la Motte du Portail, at Saigon.
 Lion, gunboat, 100 tons, 8 guns, 376 h.p., Capt. Frost, at Taku.
 Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motat, at Shanghai.
 Stys, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
 Surville, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morant, at Shanghai.
 Ville d'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.
 Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courrejollès.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
 Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
 Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
 Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forse, at Manila.
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
 Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
 Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
 Heland, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
 Iris, U.S. distilling-ship, 1,750 tons, 2,300 h.p., Capt. J. J. Meany, at Manila.
 Isla de Luzon, U.S. gunboat, 1,330 tons, Comdr. J. V. B. Blecker, at Manila.
 Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
 Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.
 Marlin, U.S. gunboat, 1,000 tons, 1,500 h.p., Comdr. E. H. Green, at Canton.
 Monitor, U.S. double-turret monitor, 4,000 tons, 6 guns, 1,000 h.p., Comdr. O. W. Farnhall, at Shanghai.
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, Taku.
 Monterey, U.S. double-turret monitor, 4,000 tons, 6 guns, 5,244 h.p., Comdr. G. W. Farnhall, at Hongkong.
 Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
 New York, U.S. cruiser, 4,081 tons, Capt. D. McCullagh, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 17,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
 Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
 Scindia, U.S. cruiser, 1,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Barwell, at Manila.
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,352 h.p., Comdr. C. S. Sperry, at Manila.
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
 Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,916 tons, Capt. C. Cantelli, Shanghai.
 Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
 Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.